





## Intimations.

DAKIN BROS. OF CHINA,  
LIMITED,  
CHEMISTS, &c.

EUCALYPTUS OIL AND  
INFLUENZA.

"Of all the preventives, OIL OF EUCALYPTUS, either disguised under fancy names or in its pure state, has earned the most professional and lay support, and up to the present it certainly seems to have vindicated the claims put forward in its behalf."—*Chemist and Druggist*, Feb. 6th, 1892.

DAKINS' STANDARD  
BRAND OF EUCALYPTUS  
OIL.

Bottles, 50 cts. and \$1.00

Nos. 22 &amp; 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON &amp; CO., LD.

## WINES AND SPIRITS.

We invite attention to the following Brands, all of which are excellent quality and good value for the money.

The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering, it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

PORTS. (For Invalids and general use).

|                                                                        | Per doz. | Per Case. |
|------------------------------------------------------------------------|----------|-----------|
| A. Alto Douro, good quality, Green Capsule                             | 10       | 1.00      |
| B. Vintage, superior quality, Red Capsule                              | 12       | 1.10      |
| C. Fine Old Vintage, superior quality, Black Seal Capsule              | 14       | 1.25      |
| D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled) | 18       | 1.50      |

## SHERRIES.

|                                                                                     |      |      |
|-------------------------------------------------------------------------------------|------|------|
| A. Delicate Pale Dry, dinner wine, Green Capsule                                    | 6    | 0.60 |
| B. Superior Port Dry, dinner wine, Green Red Capsule                                | 7.50 | 0.75 |
| C. Madeira, Pale Natural Sherry, White Capsule                                      | 10   | 1.00 |
| C.C. Superior Old Dry Pale Natural Sherry, Red Seal Capsule                         | 10   | 1.10 |
| D. Very Superior Old Pale Dry, choice Old Wine, White Seal Capsule                  | 12   | 1.10 |
| E. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled) | 14   | 1.25 |

## CLARETS.

|                                           |      |      |
|-------------------------------------------|------|------|
| A. Superior Breakfast Claret, Red Capsule | 4    | 0.50 |
| B. St. Raphael, Red Capsule               | 4.50 | 0.50 |
| C. St. Julien, Red Capsule                | 7    | 0.50 |
| D. La Rose, Red Capsule                   | 11   | 0.50 |

## MADEIRA, HOCK AND CHAMPAGNES.

FULL PARTICULARS OF THE VARIOUS BRANDS IN STOCK ON APPLICATION.

## BRANDY.

|                                                                         |    |      |
|-------------------------------------------------------------------------|----|------|
| A. Hennessy's Old Pale, Red Capsule                                     | 13 | 1.20 |
| B. Superior Very Old Cognac, Red Capsule                                | 15 | 1.40 |
| C. Very Old Liqueur Cognac, Red Capsule                                 | 20 | 1.75 |
| D. Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule | 30 | 2.50 |

## SCOTCH WHISKY.

|                                                                               |    |      |
|-------------------------------------------------------------------------------|----|------|
| A. Thorne's Blend, White Capsule                                              | 8  | 0.75 |
| B. Watson's Glenlivet, Mellow Blend, Blue Capsule with Name and Trade Mark    | 8  | 0.75 |
| C. Watson's Aboulet Glenlivet, Red Capsule with Name and Trade Mark           | 8  | 0.75 |
| D. Watson's H. K. D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule | 10 | 1.00 |
| E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule                      | 12 | 1.20 |

## IRISH WHISKY.

|                                                             |    |      |
|-------------------------------------------------------------|----|------|
| A. John Jameson's Old, Green Capsule                        | 8  | 0.75 |
| B. John Jameson's Fine Old, Green Capsule                   | 10 | 1.00 |
| C. John Jameson's Very Fine Old, Green Capsule              | 12 | 1.10 |
| D. Genuine Bourbon Whisky, fine old, Red Capsule, with Name | 10 | 1.00 |

## GIN.

|                                    |      |      |
|------------------------------------|------|------|
| A. Fine Old Tom, White Capsule     | 4.50 | 0.40 |
| B. Fine Unsweetened, White Capsule | 4.50 | 0.40 |
| C. Fine A. V. H. Geneva            | 5.25 | 0.50 |

## RUM.

|                                        |    |      |
|----------------------------------------|----|------|
| Finest Old Jamaica, Violet Capsule     | 12 | 1.00 |
| Good Edward Island, \$1.50 per Gallon. |    |      |

## LIQUEURS.

|                          |  |  |
|--------------------------|--|--|
| Benedictine Maraschino   |  |  |
| Curacao                  |  |  |
| Heering's Cherry Cordial |  |  |
| Chateau Brandy           |  |  |
| Dr. Siegen's Angostura   |  |  |

PRICES ON APPLICATION.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841,  
HONGKONG, 4th February, 1892.

## NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

## TO ADVERTISERS.

Advertisements are requested to forward, all notices intended for insertion in this day's issue not later than Three o'clock in the afternoon, so as to reach the printer in time for publication.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 7.

## DEATHS.

At Kinkiang, on the 10th March, 1892, GISELLA, the beloved wife of S. Rosenbaum.

At Shanghai, on the 13th March, 1892, ROBERT ERNEST WAINWRIGHT, in his 16th year.

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Hongkong we cannot at this time of day have a one-sided law for the express benefit of the Chairman of the Chamber of Commerce and Messrs. BUTTERFIELD & SWIRE, and to the detriment of the foreign and Chinese owners of launches who do so much for the public convenience. The Governor should decline to receive any deputation elected at a private meeting; such deputation has no actual *locus standi* and represents—If it represents anything or anybody—merely the perhaps not unnatural selfish interests of the few, as against the rights of the entire community. But if his Excellency should, through a desire to be ultra-courteous, which would be an injurious precedent to establish, decide to receive these gentlemen in audience, we take the liberty of recommending that he should politely request them to forward their complaints, whatever their merits may be, through the proper channel, the unofficial members of the Legislative Council.

THE new French census shows twelve cities to have a population of over one hundred thousand, Paris being the largest with 2,447,957, and Lyons second with 416,020.

MR. P. KEMPERMANN, Minister Resident, for Germany at the Court of the King of Siam, left Hongkong for Europe on the 31st instant. Mr. Luger is now in charge of German interests in Siam.

OPPOSITION to the Keeley bi-chloride of gold cure is developing strength in the Eastern States. It is charged that the cure is a fraud, that a number of deaths have resulted from its application, and in no case has a permanent cure of a drunkard been effected.

A BOY of 17 years was convicted at the Police Court today on a charge of earning snatches. As he had been previously convicted, and was an "incurable," he was sent to prison for four months, with a "round dozen" at the triangles both before and after his term.

LAWYERS, says the *N. Y. Maritime Register*, form fifty per cent. of the members of the present Congress. What they don't know about shipping matters would fill a book. But they will legislate for shipping interests with a confidence born of ignorance and the complacency of their class.

"NAUTICUS" writes asking why he never sees a Water Police patrol boat near vessels lying out in the harbour, while lots of them hug the wharves and the shore. "Nauticus" has a grievance in this connection, he can't do better than communicate with the Harbour-master at once.

AN Australian writer finds fault with the girls of Victoria for their love of slang. "Take the case," he writes, "of a girl who says, 'I'll give you a 'Vark the bun.' It is even said that when a gentleman asked one of these ladies if she would be his wife, she replied, 'You bet your life I will.'"

SIR JOHN CORSEY only said that the spread of education amongst the working-men will extend their Toryism. The irrepressible *Sydney Bulletin* man remarks that if Toryism filled the Toryism in the East has filled neither the stomach nor the brain of anyone who works for a living.

CHIEF Justice Russell is summing up in an assault and robbery case yesterday. "It could have been very ingenious to throw doubt in the eyes of the jury by bringing forward a charge of conspiracy," he said. "But it was not done. The learned counsel for the defence has failed to show that his lordship's powerful intellect that this little 'game' has been successfully tried on in this colony before."

HOTEL Clerk (suspiciously)—"Your bundle has come apart. May I ask what that queer thing is?" Guest—"It's a new patent fire-escape. I always carry it on that in case of fire I can get myself down from the hotel window, see?" Clerk (thoughtfully)—"I see. Our terms for guests with fire-escapes, sir, are invariably cash in advance."

MR. SLADE MURRAY, the well known London Music Hall singer, supported by a average company of artists, opened a short season at the Singapore Theatre last night. Mr. Murray very wisely decided not to risk a visit to China, and according to latest advice, it was his intention to go on to Australia. The company has been travelling through India.

Mrs. O'Rourke—I wish you would give me an order for some medicine, your Reverence, for little Jimmy, here. He's been ailing for two weeks.

Father Reilly—I think a little soap and water would do him as much good as anything.

Mrs. O'Rourke—Would you give it to him before or after his meals, your Reverence?

YESTERDAY a couple went to Carmichael & Co.'s and bought a tin of milk tending to pay a copper dollar coated with quicksilver. The clerk mistook it for a tin of milk, and the couple, who were at once taken to the back, were told to wait. The couple, who were at once taken to the back, were told to wait.

WHEN Mr. W. S. Gilbert circulated, with the books of "The Mikado," a leaflet containing the text of three comic lyrics which had been intended to include in the opera, but which Mr. Gilbert had not had time to set to music, he did, of course, an unusual thing. One is glad to have the lyrics, for they are funny in idea and in treatment; one of them, satirizing the present day young noblemen "going wrong," is a bitter bit of sarcasm, made specially pungent by some recent "revelations" in the law courts.

NOTWITHSTANDING the disheartening influence of a season that has been anything but prosperous, the management of Woodley's circus still continues to cater for the public amusement at B. W. R. and, to make the entertainment still more attractive and enjoyable, have introduced novelties which in their programme of the last season. They contain an exhibit of a grain of the alkali, and are manufactured in England. This enterprising proprietor has realized a handsome fortune from his novel but wicked trade.

IT may be mentioned, says the *Sydney Bulletin*, apropos of the obligations of the State to its paupers, that Denmark has, by an Act passed within the last few months, taken possession of that subject more advanced than any other country in civilization has so far attempted to occupy. The Act provides, in round terms, that every citizen must be supplied with the necessities of life, among which are enumerated clothing and shelter. This is not presented as a benevolence or charity, but as a State duty, obligatory through the relationship of the State to the individual. Impoverished persons over sixty are to receive pensions. It will be necessary for three to show that they have led honest lives. In other words, if the fruits of the industry that at age do not make them independent, the State appropriates them; at their desire, and pensions them, just as in other countries civil servants are pensioned. At an earlier period of life impoverished persons may call on the assistance of the State, but if afterwards able to reform, they will be charged the expenses incurred. In connection with these reactionary principles, has been unfortunately allowed to creep in. Such recipients are stripped of their political rights, and remain deprived of them until they have paid the account marked against their names. The pensioned persons are, however, left in the enjoyment of all their civil and political privileges, and no doubt the reasoning which has achieved this will bring about an early amendment of the law in respect to the others. On the whole, the law is, as we said, in advance of all other poor laws. One detects in it the clear statement of the principle that the relationship between the State and the individual is that of a partnership. If the State offers it can demand the assistance of the individual; if the individual offers he can call on the State. In neither case is charity or benevolence involved. Each has a property in the other.

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has been most successful in curing many old established cases of chronic rheumatism. He has also shown great skill in extracting teeth, which he has done gratuitously. In recognition of his services to the poor of Macao, a subscription was started by Mr. J. M. de Almeida, and other leading citizens, which resulted in a handsome gold medal, suitably inscribed, and an illuminated scroll being publicly presented to Sequah this afternoon. To-morrow night Sequah, with the assistance of some of the local amateurs, will give a variety entertainment, including leg-er-main, though-reading, Indian club swinging, and some musical selections at the Dom Pedro Theatre, for the benefit of the Macao Civil Hospital.

#### BRITISH SHIPPING INTERESTS IN THE FAR EAST.

What with the enterprise of the Japs, the nonchalance of the Americans, the lethargy of the Briton, and the patience and shrewdness of the Teuton, the shipping affairs of the Far East are becoming mixed up considerably—are being turned topsy-turvy in fact. There are many living in this colony who recollect the time when the American flag waved majestically over a fine fleet of merchant-men engaged in the China trade. Where are those vessels to-day? Have they disappeared from the East? Nothing but a few of them. A few have gone down to the bottom of the deep blue sea, while others are fully engaged in the trade but under another flag—the dragon. The ships are rarely to be seen. Not at all, in fact, unless it be over the stern of a straggly barque, or full-rigged ship, laden with kerosene oil, has come round the Cape "aching." Even the American malle are carried mostly in English steamships. Yes, the American flag practically disappeared from these seas years ago, and in its place the British and Chinese flags are seen in all the ports and rivers of the "Flowery Kingdom." British tonnage increased rapidly for many years, while the trade in German and Japanese bottoms was insignificant in the extreme. But the English shipowner seems to have jumped to the conclusion that, once having established his reputation in the Far East, he might as well let the world could dislodge him, much less drive his vessels off the coast. He knew not what a day might bring forth, or how sorely he might be tried. He was doomed to disappointment. First the energetic Japanese launched out as shipowners and gradually drove the British flag out of their ports, numerous chartered steamers under the British flag being replaced by Japanese steamers and other ships. Then the Germans and Scandinavians, how easily the Japanese had "beaten" the Briton, set to work in their vessels, and backed by subsidies of various kinds and by the study of economy more rigid than that of any of their competitors, they have succeeded in ousting dozens of British coasting steamers and "traders" that a few years ago found favour with Chinese chariters in all parts of the Orient. And to-day we find the waters of Hongkong constantly frequented by German, Norwegian and Danish steamers under charter to Chinese firms. They run hence to North China ports, to Peking, Hellow, Hiphong, the Straits and Borneo, carrying full cargoes and innumerable native passengers. The secret of their success no doubt lies in the fact that they have under-cut the British vessels in the matter of cost of running.

Some months ago three British steamers—the *Amundale*, *Edendale* and *Riverdale*—were running regularly in the Far East under charter. But the other day the last of them, the *Riverdale*, sailed for the old country, her crew having expired, and those who employed her and her sister-ships found it more profitable to charter German vessels. First one was done away with, then another, and now the last of the Mohicans has gone—driven away from a British port by the competition of foreign vessels. Lots of other instances of the success of the Teuton and the defeat of Britons might be quoted, but it is unnecessary to quote a multitude of examples, for those left at hand are too well known and how the trouble has arisen. A glance at the shipping returns of this colony should suffice to convince the most sceptical of the truth of every word here stated, and although not given to forecasting the future we have no hesitation in saying that unless British shipowners set about putting their houses in order, to use a familiar metaphor, and see to it that fair shipping laws, especially with regard to loading, three officers' watches, and certificates of crew, are applied to foreign vessels trading in and from British colonial waters, there are very bad times in store for the owners of English ships. The fact is, indeed, patent that British shipowners have been very heavily handicapped of late years in contending against foreign competition under very disadvantageous circumstances, and that the difficulty still exists and that too in a daily increasing intensified form.

#### THE LATEST THING IN NAVAL ARCHITECTURE.

For some years past our American cousins have been showing English yachtsmen not only how to sail yachts but how to improve their construction, as to get out of them a maximum of speed, a minimum of expense. Already the Americans have accomplished a good deal in this line, but not contented with past triumphs, such as the ever memorable victory of the *Volunteer* over the flying Scotch yacht *Thetis*, they are now about to launch a yacht that they say will eclipse everything that has ever been floated. This craft is built on a new model, and as she now lies on the stocks, her appearance is quite a revelation in modern naval architecture.

When the *Herschhoff* Manufacturing Co. built the yacht *Gloriana* last year she created a sensation in yachting circles, as she was built upon entirely new lines and was predicted to be a failure. She proved to be the fastest sailing craft afloat and entirely exploded all ideas of models that had preceded her. It will be remembered that her model was very fine below the water line, thus advancing a new idea in yacht building that the resistance was greater at this point than above. She carried some 2,000 lbs. of keel ballast and was shaped like a letter V, and while her length at the water line was only 46 feet, she measured 75 feet over all.

Of a new yacht now under construction by the same firm, an American contemporary writes thus:—The new *Gloriana* building at the shop of the *Herschhoff* Mfg. Co., at Bristol, is for Mr. Archibald Rogers, the well known ex-commander of the *Seawanhaka* Corinthian Yacht Club, and owner of the cutter *Bridle*. She differs somewhat from the *Gloriana* of 1891, being a part of compromise between the triangular keel and the fin keel. The fore edge of the keel drops quickly down from the bottom of the boat, being sharpened away to an edge. The amount of weight in the keel is said to be about 42,000 pounds, it being very wide at the bottom. The keel stem and stern posts are of oak; the frames are of steel, spaced 16 inches

apart; the deck beams are also of steel; the planking for four feet above the rabbet is of single thickness, 1½ inch Georgia pine; above the rabbet is double, an inner skin of 1½ inch white pine, an outer skin of 1 inch; the sheer strake and plank sheer are of oak, single thickness. The yacht is now almost finished, and the jobber work will be similar to the old *Gloriana*'s. It is said the sail plan will have a somewhat greater area than the old boat. The new flyer will be skippered by Captain Chas. Barr, who formerly held the stick in the *Minerva* and *Sassa*, and last summer on the *Owens*. With so spirited an owner as Mr. Rogers, and so skilful a skipper as Barr, it may be put down as a fact that the new 46-footer will be pulled for all that is in her.

The *Herschhoff* are also building for Mr. Morgan a 35-footer on the lines of the *Dilemma*, which is a boat somewhat like the old *Evolution*, whose lines are shown in *Yacht Architecture*. She has a canoe-shaped hull with nearly a flat floor, an extreme rocker to the keel, and an overhanging bow and stern. Her stability is secured by a steel plate bolted to the centre of the keel, and weighing 700 pounds, to the lower edge of which is attached a cylinder of lead, sharp at both ends and weighing almost 2 tons. The dimensions of this boat are: 35 ft. L. W. L.; 5 ft. O. A.; 8 ft. beam, and 8 ft. draught.

#### MANURING TEA GARDENS.

We should be glad to know that the letter addressed to us on the above subject last week received the attention it deserved. We quite agree with "Merchant" that some united action ought to be taken to try and persuade the Chinese to use manure. It is quite as much for their own interest as for ours. We cannot force them to do so, but we can advise them, and, at least, point out the benefit they would derive, if they would only follow our advice. Our own small individual efforts, like those of the firm holding a stock of manure, may be of no use; but Chinese prejudices in other ways have been overcome by the perseverance of Europeans, and we see no reason why this should not be mastered. The necessity for renovating the soil in which the tea is grown is becoming each year more apparent. Where are the thick-limbed, full, spry tea trees used to get in the past? The plants that furnished them are still in existence, but they are starved. They have taken all the nourishment out of the soil, and there is nothing left for them to thrive on. "Merchant" makes the very pertinent remark that it is strange that a people whose farmers and market gardeners have long discovered and appreciated the beneficial results of the use of manure, should expect tea to flourish in soil that is over-renewed. We can quite understand that natural manure could not be procured in the tea districts in sufficient quantity, and it is probable that the growers have never yet heard of chemical fertilizers or guano. No doubt, it was this latter consideration that prompted "Merchant" to suggest that they should be enlightened by a body of Europeans, whose words would carry weight, such as the Chamber of Commerce. "Merchant" does not propose that any coercion should be used, which is exactly the leading hint we should be invited to take the matter over with us seriously. Let them know how the trade may yet be saved. If they decline to move in the matter, it cannot be helped; but we shall, at any rate, have the satisfaction of knowing that we have done something, instead of nothing, towards an endeavour to prevent the trade from dying a natural death.—*Poochow Echo*.

#### A JOURNEY TO THE WEST OF CHINA.

(From the *Shanghai Mercury*.)

At Kuei-fu the west-bound traveller leaves the gorges and emerges into more open country. The river, as it rushes through these narrow channels is unquestionably very fine, and impressive. Gloom generally lends its aid to heighten the effect, yet as a rule, the gorges are too short for effective grandeur; one is just beginning to feel a sense of wonder and solemnity and is prepared to have it deepened to awe, when a sudden turn opens out a new and wider scene ahead and the previous effect is spoiled. This is especially the case about there being a good wind blowing and the boat making better time than the trackers could do. The sense of wonder is too brief to leave a deep impression.

Leaving the "Wind box" gorge the most prominent feature is the cluster of mat built partially enveloped in steam and smoke, which occupies a sandy beach about a mile from the city. This is the point where brine is obtained and evaporated for the salt it contains. At high water all this place is submerged, and as the Chinese have no way of preventing the brine from flowing into the fresh water around it, the whole is lost for a considerable portion of the year. The officials at the "likin" (Native customs) station were very courteous and caused no delay at all; in this they differ from the practice in bye-ways. After a brief delay to change the small boat and "away" unless men, we got away most expeditiously. But the way, it is said, a sharp letter of reproof was received by the official in charge of the "likin" sometime since on the subject of delaying freight junks unnecessarily, so that may have improved matters. Between Kuei-fu and Tin Yang-shien are some very dangerous rapids at low water, where strangely enough there is only the usual strong current at the high water period. One might expect to find the climate characteristic of Szechuan. Misty, gloomy days in which one scarcely sees the sun, clouds lying around the mountain sides as if waiting to precipitate themselves in rain upon the already well watered fields. As a natural consequence every growing thing, from the bamboo waving on the slopes, to the vegetables that cover the fields as a carpet, is gleaming with a brilliant green. Snow lies upon the higher mountain-tops but apparently does not reach the valleys or rivers; hence comes down in rain.

A very common feature of this part of the river, are the little straw shanties, and the rude apparatus of the gold-washers. The men engaged in this occupation are all apparently, very poor, only scraping a bare subsistence from the sand and gravel in which they seek the precious metal. Where the shore is gravelly, the apparatus is a basket or sockers in which the gravel is washed, the fine sand in which are the particles of gold being caught on a screen beneath the basket, and afterwards collected and treated by the quick-silver method, thus separating the metal from the sand. Where there is only sand, a wooden tray is used for washing, and the gold collected from the fine, black sand left in the bottom of the tray, by the same method used in the other case. The washers informed us that the gold sells at from two hundred cash per "fen" and one man could earn two or three hundred cash a day at the work. These facts to attract attention between Wan-shien and Chungking, a journey of from twelve to fifteen days usually. The land is cultivated to the water's edge. As soon as the receding water leaves a little patch of sand long enough for it to dry, the farmer comes along with a hoe or plough and makes a place to put in the seed, such as wheat, peas and turnips,

while in most places one may see at this season little clusters of the opium poppy gradually crowding out other things and becoming more plentiful than rice and other food crops. What ultimate effect this home production of the drug may have upon the Indian trade, is still problematical, but one thing is sure, it is having a marked effect upon the people in this province. The article is cheap, is easily procured, and hence very widely used among all classes of society. It is one of the most sudden lights to be met with, the steady decadence of persons who use "the pipe" and gradually come under the overwhelming influence. The habit grows insidiously, often in fun, because one asks another to "play awhile" and assures him no harm can come of "a pipe or two." So the "play" commences, which too often ends in misery, not seldom in tragedy. One hears sometimes of the great desire in official circles, to check the opium traffic. Such a sentiment does not seem to obtain in this part; often the "yamen" are the worst offenders in this, as in other malpractices. One I was in some time and once saw a case where a man at the entrance room and every bed had his pipe and smoker, yet from that same "yamen" had just been issued a string of proclamation, against opium-smoking, while all the world knew perfectly well that the venerable sage who sent it out was himself addicted to the forbidden pipe. The most acceptable bribe to the officials is generally a bowl of opium. Being out at dinner with a rising young gentleman, who had aspirations to the official chair, I was surprised to see one of the literary literati in the place adjourn from the dinner table, lie down upon the divan, take his regulation dose, and then resume his eating. The pipe was offered to each of the guests in turn, as if it were a common custom. I have met several men who contracted the habit while yet in school, the example of the teacher being quoted as a sufficient reason for the practice. The shame that used to attach itself to a confirmed smoker is passing away because now, they say, eight tenths of the people smoke.

We arrived at Chungking without serious mishap and found a noisy mooring-place at the confluence of the two rivers, outside the Tiao-tien gate. Chungking would probably be a pretty place if one could see it, but it appears to be wrapped in perennial fog, thus the grandeur of the situation are lost to the observer. Once inside the city one observes nothing but the interminable stairways and the abominable mud that besetters one if one is walking in the streets. The refuge of a sedan-chair does not afford the usual relief. In going down one sees a long stretch of muddy, slippery stone steps away beneath him, while holding on with precarious tenure lest one misstep of the bearers should land him in some hideous puddle to the great amusement of all the spectators. In going up one struggles against the tendency to fall out at the back of the frail chair, while the swinging motion, imparts a sensation, as of ineptly executed acrobatics, and makes one long for the ground in spite of the mud. Chungking is undoubtedly a thriving city. The evidences of prosperity are many. Large, well-stocked shops occupy the principal streets, provisions of every kind abound, while the bustling activity indicates a large and thriving trade. The foreign community has increased of late, but is so scattered in different parts of the city (some even being across the large river) that visiting is a difficulty, should one wish to be at all times. This city is the great distributing point for west, south, and some places in the north; the traveller going farther west will probably make a change of boats here and accommodate himself to a somewhat different order of things even in boat life.

(To be continued.)

#### FOOCHOW NOTES.

Foochow, 12th March, 1892.

The Viceroy, we are informed, will be leaving in the course of the next week or two. An Imperial cruiser is daily expected to convey his Excellency and family to Peking. A fire broke out in a blacksmith's shop in the city on Sunday last and completely destroyed the premises. The high walls which surrounded them fortunately prevented the flames from spreading.

The native feast on Thursday last was in honour of the Joss presiding over trade. While there was a general feeling abroad that he had been sadly negligent of his duties in looking after their interests of late years, the traders, in their superstition, daid not leave the anniversary unnoticed for fear of offending him and making matters worse.

The authorities, finding their prohibition affecting the use of opium cash disregarded, are now taking official measures to enforce it, or perhaps ordering their subordinates to adopt means to do so. Yamen runners in disguise went sent this week to two well known banks to exchange paper dollars, when at both establishments 1,000 cash, mixed with opium, or 950, all good, were tendered. The former was accepted to serve as a conviction, and the runners, declaring themselves, gave the unfortunate bankers the option of a terrific squeeze or arrest.

We have news from the Pagoda Anchorage of a tiger having been killed by the natives a few days ago in the neighbourhood of Mingan. It had seized a child and was making off with it, when all the natives of the place turned out in a body and slew the monster, the child being rescued alive, with, however, an arm broken. It proved a lucrative day's work for the villagers, as the animal was a large one, weighing about 400 pounds and they were selling the flesh at 28 cents per pound. The officials in the place and the Pagoda, of Changchow offer a reward of 300 per tiger, for as many of them as can be caught, dead or alive.

After a lapse of eight years since the Franco-Chinese trouble, an offer has just been made to the authorities to raise the sunken gunboats at Pagoda Anchorage. The offer has been rejected, on the grounds that neither the wrecks nor their contents are likely now to be of the slightest value. It is a pity this offer was not made earlier, when perhaps the government might have closed with it; if not for the value of the lost property, at least for the sake of the river-course, which has been so seriously affected by the wrecks being allowed to remain where they are. For this last reason we regret that this offer, though late in coming, was not entertained. The government might at the same time have availed themselves of this contractor's services to remove the Limpo barrier. The bamboo groynes thrown out here and there, appear so far to have done but little good. Peasants are prophesying the absolute necessity of having a road, for the transport of merchandise, between the Bridge and Pagoda, before many years pass by, but we cannot imagine such a river as the Min ever silted up to such shallowness as to stop traffic altogether.

From an up-country teaman with whom we are well acquainted and who has come down to see after his unsold stock here, we learn that several of the teamen are very much against the proposal to make small shops next season, on the grounds that it would add so much to the expense of preparation. We do not quite follow his explanation as to how this costs about, but as he asserts that a large pile of tea can be fired at the same expense as a smaller one, both being contracted for as a day's work, we suppose we must accept the statement, as correct. We

were glad to have our information on the subject of early firing, lately published, confirmed. Instead of allowing the tea to stand about for a long time as heretofore, it is to be fired as soon after picking as possible. On the subject of supply, he stated, in reply to our enquiries, that the quantity would depend upon the extent of the advances made by the Hongkong, but he had reason to believe that it would fall considerably short of last year, as neighbours in the country had told him that they were unable to get their customary advances made there. He heard that loans and credit generally will be greatly restricted this year.—*Echo*.

#### SIAM NOTES.

Bangkok, 9th March, 1892.

The King of Siam turned the first sod of the Korat Railway on the 9th instant in the presence of a large number of Europeans and natives. The *Corps Diplomatique* were fully represented, as were the contractors, Messrs. Murray Campbell & Company. It is the first Siamese State Railway and is of commercial and political importance; being intended, no doubt, as a counter-measure to the French-Mekong valley lines, which have been recently surveyed and carefully mapped out by M. Pavie, the well known explorer, and several scientific companions, who have spent many months in the great valley region during the past three years.

In the course of a scathing article on misrule in Siam the local *Free Press* very correctly states:—"This, then, is the fact which we wish to impress upon the Siamese, that the power of their provinces is owing to the misrule of their officials, that a spirit of discontent has been engendered which is fatal to all progress, all improvement, and all security for the country. Siam can well afford to let foreign politics take care of themselves for some time to come, despite the sinister rumours that are occasionally bruited abroad. Her internal affairs are in confusion; and instead of sending Commissioners with roving commissions to fleece the peasantry, her Ministers ought to be actually at work to lighten the burden which is productive of such enormous evils to Siam and her people, and which have every tendency to lead to serious political complications unless quickly remedied."

The same practices of extortion, tyranny and oppression that prevail in lower Siam, obtain along the Upper Mekong, only under a highly intensified form. Is it any wonder then, that the region is as yet an unsatisfactory market, that it causes an unfavourable impression, and that we hear so much of a sterile soil, instead of a fertile one? The regions of the Upper Mekong have been devastated by the omnivorous tax-gatherer, the voracious Governor, and the extortionate Commissioner, three plagues in the land which embody all the worst features of the ten plagues of Egypt.

The French recognise this fact and attribute the condition of the people, and their commercial standing, to the true cause. They are quick enough to see that once the people are free from the exactions which are like millstones around their necks, trade is possible and trade of a highly remunerative character. Hence we hear the oft repeated story of the inhabitants of the upper Mekong desiring to go under the protection of the French flag. These statements must be taken cum grano, though they are not the logical outcome of a clear grasp of the situation. We cannot credit for a moment that the people have as yet shown any decided preference for the tri-colour, but this state of affairs cannot last. Indo-China is becoming feverish over the fact which the Siamese have obtained in the Korat Railway, and this tardiness the Frenchmen seem anxious to overcome. Railways from the Mekong to Yndh are already surveyed, and judging by the opinions of competent French authorities, a determined effort will be shortly made to run Siam hard for the commerce of the Mekong valley. With France in easy communication with this region, then farewell to Siamese control. The protection of France will carry too many advantages to be resisted, and Siam will have made many of her efforts in vain.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. ROWNEY, M.D., Burton-Knowle, Darlington. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

#### To-day's Advertisements.

NIPPON YUSEN KAISHA.  
FOR KOBE AND YOKOHAMA.  
THE Company's Steamship  
"HIROSHIMA MARU,"  
Captain J. H. Pyne, will be despatched for the above Ports, on TUESDAY, the 22nd instant, at Daylight, instead of as previously advertised.  
For Freight or Passage, apply to  
GEO. R. STEVENS & Co.,  
Agents.  
Hongkong, 19th March 1892. [317]  
DOUGLAS STEAM-SHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY, AND FOOCHOW.  
THE Company's Steamship  
"HAITAN,"  
Captain Bathurst, will be despatched for the above Ports on TUESDAY, the 22nd instant, at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 19th March, 1892. [339]  
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR  
SINGAPORE, PENANG, COLOMBO, BOMBAY, LONDON, FOR SAID, BRINDISI, VENICE, TRIESTE, AND TRIESTE.  
The *Capo d'Orlando* will start for CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT and ADRIATIC PORTS.  
THE Company's Steamship  
"BERENICE"  
will be despatched as above on the 26th instant, at Noon.  
Cargo will not be received on board after 5 P.M. prior to date of sailing.  
For further information as to Passage or Freight, apply to  
DAVID SASSOON, SONS & Co.,  
Hongkong, 19th March, 1892. [243]

#### To-day's Advertisements.

WOODYEAR'S AUSTRALIAN CIRCUS, BOWRINGTON.

RE-OPENING OF THIS POPULAR SHOW.  
OLYMPIAN SPORTS.  
SINGLE STICK.  
SWORD & BAYONET.  
BROADSWORD, &c., &c.  
ALL THE CHOICEST ACTS OF OUR EXTENSIVE REPERTOIRE.  
Look out for the International TUG-OF-WAR.  
THIS EVENING, March 19th.  
The great eight-round boxing contest between  
BILLY WATERS and TED BROWN.  
WALTER HARLAND, Proprietor.  
Hongkong, 18th March, 1892. [339]

BOXING! BOXING!  
A GENUINE  
Eight-round Glove contest  
(UNDER MARQUIS OF QUEENSBERRY RULES)  
will take place in  
WOODYEAR'S CIRCUS RING,  
between  
BILLY WATERS,  
THE CHAMPION MIDDLE-WEIGHT OF BRITISH COLUMBIA,  
AND  
EDWARD BROWN,  
the well-known heavy-weight of CINCINNATI, U. S. A.  
THIS EVENING, March 19th.  
The Principals will enter the Ring at 10 o'clock sharp.

PRICES OF ADMISSION:  
Private box (six seats) ... \$12.00  
Box seats ... 2.00  
Chairs ... 1.50  
Stalls ... 1.00  
Plots ... .50  
W. HARLAND, Manager.  
Hongkong, 16th March, 1892. [330]

SIEN TING, SURGEON, DENTIST,  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation free.  
Hongkong, 19th March, 1892. [338]

Intimations.  
ROBERT LANG & CO.  
DRESS SUITS.  
NEWEST MATERIALS, FROM \$30, SILK LINED.  
A VERY LARGE SELECTION OF SCOTCH TWEEDS AND OTHER SUITINGS.  
EVENING DRESS SHIRTS, latest style.  
EVENING DRESS TIES AND GLOVES.  
EVENING DRESS & HOSE, SILK, THREAD, and MERINO.  
EVENING DRESS SHOES and PUMPS.  
Hongkong, 27th November 1891. [189]

THE IMPERIAL HOTEL LTD.  
TOKIO, JAPAN.  
C. S. ARTHUR, Manager.  
THE FINEST HOTEL IN THE EAST.  
(Under the distinguished patronage of the Imperial Household.)  
THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House and the Chief Public Offices.  
There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of its guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their headquarters.  
RATES, \$3 TO \$4.50 PER DAY.  
C. S. ARTHUR, Manager. [166]

TO BEWARE OF COUNTERFEITING.  
ORIZA-CREAM  
WHITENS the SKIN, IMPARTS to it the TRANSPARENCY and SMOOTHNESS of YOUTHFULNESS.  
Destroys Wrinkles.  
L. LEGRAND'S  
ORIZA PERFUMERY  
Inventor of the GENUINE and approved preparation ORIZA-OIL  
11, Place de la Madeleine, Paris  
TO BE HAD OF ALL TRUSTWORTHY FIRMS.

#### To-day's Advertisements.

ST. ANDREW'S CHAPTER, HONGKONG, No. 218 S.C.

A REGULAR CONVOCATION of the above Chapter will be held in FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 23rd instant, at 8 for 8.30 p.m. precisely. Visiting Brethren are cordially invited. Hongkong, 19th March 1892. [337]

To be Let.  
TO LET.  
FROM 1ST APRIL.  
"STILENGFLETE."

FIVE ROOMED detached HOUSE on Peak Road near the Albany.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 5th March, 1892. [285]

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.  
TO LET.  
AT KOWLOON.

A FEW HOUSES in KNOTSFORD TERRACE containing 5 Rooms each and Bath-rooms. Terms Courts. Healthy situation. Cheap Rent.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 6th August, 1891. [26]

TO LET.  
NO. 18, HOLLYWOOD ROAD.  
"TUSCULUM" MAGAZINE GAP.  
Nos. 2 & 10, SEYMOUR TERRACE.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 16th March, 1892. [34]

Intimations.  
NAVAL CONTRACTS, 1892-3.  
SEALED TENDERS in duplicate will be received at the Royal Naval Hospital until 5 a.m., on FRIDAY, the 25th March, from persons desirous of supplying MEAT, BREAD, PURE COW'S MILK and other PROVISIONS MEDICAL COMFORTS, &c., to that Hospital for the year ending 31st March, 1893.  
Printed Forms of Tender and further particulars can be obtained at the Royal Naval Hospital.  
The right to reject the lowest or any Tender is reserved.  
A. TURNBULL, Deputy Inspector General.  
Royal Naval Hospital, Hongkong, 19th February, 1892. [221]

HONGKONG TIMBER YARD, WANCHAI.  
OREGON PINE SPARS and LUMBER Always on Hand.  
L. MALLORY.  
Hongkong, 24th June, 1891. [602]

G. FALCONER & CO.,  
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS,  
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.  
No. 28, Queen's Road Central, Hongkong. [166]



## Commercial.

## LATEST QUOTATIONS.

Hongkong and Shanghai Bank—137 per cent. prem., ex. div., buyers.  
The National Bank of China, Ltd.—on £5.00. paid up—24 per cent. dis., sellers.  
The National Bank of China, Ltd.—Founders shares, \$100 per share, buyers.  
The Bank of China, Japan & the Straits, Ltd.—Founders shares, \$60 per share, sellers.  
Chinese Imperial Loan of 1884—B—24 per cent. premium, sellers.  
Chinese Imperial Loan of 1886—C—3 per cent. premium, buyers.  
Chinese Imperial Loan of 1886 E—14 per cent. premium.  
Union Insurance Society of Canton—\$89 per share, sellers.  
China Traders' Insurance Company—\$61 per share, buyers.  
North China Insurance—Tls. 255 per share, sellers.  
Canton Insurance Company, Limited—\$102 per share, ex. div., buyers.  
Yangtze Insurance Association—\$101 nominal.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$122 per share, ex. div., buyers.  
China Fire Insurance Company—\$84 per share, sellers.  
Hongkong, Canton, and Macao Steamboat Co.—\$111 per share, buyers.  
China and Manila Steam Ship Company—30 per share, sellers.  
Indo-China Steam Navigation Company, Limited—27 per cent. discount, sales and sellers.  
Douglas Steamship Company—\$37 per share, sellers.  
The Steam Lunch Co., Limited—nominal.  
Hongkong and Whampoa Dock Company—\$78 per cent. premium, sales and sellers.  
Geo. Fenwick & Co., Limited—\$15 per share, sales.  
Hongkong Hotel Company—\$50 per share, sellers.  
Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
The Austro Arms Hotel and Building Company, Limited—\$58 per share, buyers.  
The Peak Hotel and Trading Co., Limited—nominal.  
The Shamen Hotel Co., Limited—\$13, sellers.  
Punfong and Sunghie Dun Samanin Mining Co.—\$1 per share, sales and sellers.  
The South China Mining Co., Limited—50 cents per share, sellers.  
Imuris Mining Co., Limited—\$7 per share, sellers.  
The Balmoral Gold Mining Co., Limited—\$1 per share, nominal.  
Tongqua Coal Mining Co.—\$290 per share, buyers.  
The Jebeu Mining and Trading Co., Limited—\$7.50 per share, sellers.  
The Selma Tin Mining Co., Limited—20 cents per share, sales and buyers.  
London and Pacific Petroleum Co., Ltd.—£8, sellers.  
China Sugar Refining Company, Limited—\$140 per share, sales and sellers.  
Luzon Sugar Refining Company, Limited—\$50 per share, sellers.  
A. S. Watson & Co., Limited—\$18 per share, sales and buyers.  
Cruckbank & Co., Limited—\$7 per share, buyers.  
Hongkong Dairy Farm Co., Limited—\$51 per share, sales and buyers.  
The Kowloon Land Investment Co., Limited—\$10 per share, sales and sellers.  
The Hongkong Land Investment Co., Limited—\$64 per share, buyers.  
The West Point Buildings Co., Limited—\$23 per share, sellers.  
The Labak Planting Co., Limited—\$1 per share, sales.  
The China-Borneo Co., Limited—nominal.  
H. G. Brown & Co., Limited—\$35 per share, buyers.  
Hongkong and Kowloon Wharf and Godown Company—\$55 per share, sellers.  
Hongkong Rope Manufacturing Company, Limited—\$107 per share, ex. div., sellers.  
Hongkong Gas Company—\$120 per share, nominal.  
Hongkong Ice Company—\$72 per share, buyers.  
Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.  
The Green Island Cement Co.—\$10 per share, sales.  
The Hongkong Electric Light Co., Limited—\$41 per share, buyers.  
The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.  
The Hongkong High-Level Tramway Co., Limited—\$50 per share, sellers.

## CHINA COAST METEOROLOGICAL REGISTER.

18th March, 1892.—At 4 p.m.

| STATION. | Wind. | Force. | Direction. | Bar.  | Therm. | Humid. | Clouds. |
|----------|-------|--------|------------|-------|--------|--------|---------|
| Hongkong | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Shanghai | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Amoy     | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Swatow   | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Shantou  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |

19th March, 1892.—At 10 a.m.

| STATION. | Wind. | Force. | Direction. | Bar.  | Therm. | Humid. | Clouds. |
|----------|-------|--------|------------|-------|--------|--------|---------|
| Hongkong | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Shanghai | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Amoy     | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Swatow   | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Shantou  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |
| Keelung  | W.    | 10     | W.         | 30.10 | 78     | 85     | 100     |

Barometer has risen, and gradient is steep for northeast winds. Weather cloudy, cold and dry. Temperature 78° F. Humidity 85 per cent. Direction of wind to the west. Force of the wind, according to the Beaufort scale, 10. State of the sky, 100. Direction of the wind to the west. Force of the wind, according to the Beaufort scale, 10. State of the sky, 100.

Hongkong Observatory, 19th March, 1892.

## MAILS EXPECTED.

## THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Yarra*, with the French mail of the 19th ultimo, left Singapore on the 17th instant at 8 p.m. and may be expected here on or about the 24th.

## THE AUSTRALIAN MAIL.

The F. & A. S. Co.'s steamer *Africa*, from Australia, left Port Darwin for this port on the 15th instant, calling at Timor, and may be expected here on the 25th.

## THE CANADIAN MAIL.

The Canadian Pacific Railway Steamship Co.'s steamer *Empress of China* left Vancouver on the 15th instant for Yokohama, Kobe, Shanghai and Hongkong.

## STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer *Oriz* left Shanghai on the 19th instant, and is due here on the 21st.

The Austrian Lloyd's S. N. Co.'s steamer *Baroness* left Shanghai on the afternoon of the 21st, and is expected here on the 28th.

The P. & O. S. N. Co.'s steamer *Vendia* left Bombay on the 8th instant, and may be expected here on the 21st.

The P. & O. S. N. Co.'s steamer *Aden* left Bombay on the 15th instant, and may be expected here on the 28th.

The P. & O. S. N. Co.'s steamer *Malacca* left London on the 2nd instant.

## Shipping.

## ARRIVALS.

HOLSTEIN, German steamer, 1,103, J. Bruhn, 18th March—Salgao 19th March, Rice—Wielor & Co.

HAITIAN, British steamer, 1,133, H. Bathurst, 19th March—Foonchow 19th March, Amoy 16th, and Swatow 18th, General—D. Laprak & Co.

PHIA CHUA KLAO, British steamer, 1,014, A. Morris, 19th March—Bangkok 10th March, and Koh-i-chang 11th, General—Yuen Fat Hong.

TAI-YICK, German steamer, 902, N. Emcke, 19th March—Canton 19th March, General—Meyer & Co.

PETREL, American gunboat, 887, Lieut. Comdr. M. R. S. Mackenzie, 19th March—Salgao 14th March.

IMPERIUS, British cruiser, 19th March—Foonchow 14th March.

NIZAM, British steamer, 1,615, Geo. L. Langborne, R.N.R., 19th March—Bombay 1st March, and Singapore 12th, General—P. & O. S. N. Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Cornwallis, German steamer, for Haiphong, 19th March.

Kong Beng, British steamer, for Samarang, 19th March.

Kwanglo, Chinese steamer, for Shanghai, 19th March.

Taiyich, German steamer, for Chioo, 19th March.

Aden, Danish steamer, for Haiphong, 19th March.

Benglo, British steamer, for Salgao, 19th March.

Lightning, British steamer, for Singapore, 19th March.

## DEPARTURES.

March 19, *Demighis*, British steamer, for Shanghai, 19th March.

March 19, *Bellerophon*, British steamer, for Shanghai, 19th March.

March 19, *Palladium*, British str., for Amoy, 19th March.

March 19, *Macduff*, British str., for Shanghai, 19th March.

March 19, *Tartarus*, German steamer, for Mofu, 19th March.

March 19, *Kong Beng*, British str., for Samarang, 19th March.

March 19, *Kwanglo*, Chinese str., for Shanghai, 19th March.

March 19, *Benglo*, British str., for Salgao, 19th March.

March 19, *Hasloong*, British str., for Swatow, 19th March.

March 19, *Peking*, German str., for Shanghai, 19th March.

March 19, *Lightning*, British steamer, for Singapore, 19th March.

## PASSENGERS—ARRIVED.

Per *Holstein*, str., from Salgao—13 Chinese.

Per *Haitian*, str., from Foonchow, 80 Chinese.

Per *Baroness* (4), and *54* Chinese.

Per *Phia Chua Kiao*, str., from Bangkok—80 Chinese.

Per *Nizam*, str., from Bombay, 170 Chinese.

## REPORTS.

The British steamship *Phia Chua Kiao* reports that she left Bangkok on the 10th instant, and Koh-i-chang on the 11th. Had light winds and fine weather to Pulo Obi, thence strong north to north-east winds and high head sea.

The British steamship *Hasloong* reports that she left Foonchow on the 15th instant. Had fresh north-east winds and moderate sea, backing towards Dodd Island. Left Amoy on the 16th. Had moderate north-east winds and sea with fine weather. Left Swatow on the 18th. Had moderate light north winds and fine weather. Is Foonchow on the 19th had snow and hail with thermometer at 38°. In Foonchow the steamship *Taku* and a Japanese.

The British steamship *Nizam* reports that she left Bombay on the 1st instant, and Singapore on the 12th. From Bombay to Singapore had light winds and fine weather throughout. Thence to Hongkong had fresh to strong monsoon with rain squalls and heavy sea between Pulo Sapata and the Paracel. Moderate to light wind and fine weather off Kelen Strait. When 80 miles south of Hongkong wind increasing to strong north-east gale with heavy sea to Gap Rock.

## Post Office.

A MAIL WILL CLOSE.

For Yokohama and Higo—Per *Frigate* on Monday, the 21st instant, at 3.30 p.m.For Kobe and Yokohama—Per *Hiroshima* on Monday, the 21st instant, at 3 p.m.For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne—Per *Taiyuan* on Wednesday, the 23rd instant, at 10.30 a.m.For Europe, Australia, India, Madras, and Mauritius—Per *Oriz* on Wednesday, the 23rd instant, at 11 a.m.For Yokohama and San Francisco—Per *China* on Wednesday, the 23rd instant, at 3.30 p.m.For Cebu and Sandakan—Per *Empress* on Thursday, the 24th instant, at 11.40 a.m.For Straits, Colombo, and Bombay—Per *Berwick* on Saturday, the 26th instant, at 11.30 a.m.

## MAILS BY THE FRENCH PACKET.

The French contract packet *Oriz* will be despatched on Wednesday, the 23rd instant, with Mails for United Kingdom, Europe, and places beyond, via Marseilles, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &amp;c.

The Post Office declines all responsibility for unregistered letters containing bank notes, coin, or jewellery, and, where registration has been neglected, will make no enquiries into alleged losses of such letters.

## SHIPPING IN HONGKONG.

## STEAMERS.

ACTIV, Danish steamer, 355, H. Hygom, 18th March—Haiphong 15th March, Rice—A. R. Marry.

AMIGO, German steamer, 717, T. A. Bruhn, 17th March—Salgao 11th March, Rice and General—Wielor & Co.

BORNEO, Dutch steamer, 1,560, H. Kiele, 18th March—Batavia 9th March, Sugar and Oil—Jardine, Matheson & Co.

CANTON, British steamer, 1,110, T. Sellar, 18th March—Shanghai 15th March, General—Jardine, Matheson & Co.

CHINA, American steamer, W. B. Seabury, 13th March—San Francisco 17th Feb., Honolulu 14th, and Yokohama 8th March, Mails and General—P. M. S. S. Co.

COSMOPOLIT, German steamer, 552, W. T. Schaefer, 16th March—Hollo 12th March, Wood—Wielor & Co.

DECIMA, German steamer, 955, C. Christensen, 17th March—Salgao 10th March, General—Siemssen & Co.

DIAMANT, British steamer, 514, J. C. Gerard, 18th Feb.—Manila 15th February, General—Siemssen & Co.

EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 7th March—Vancouver 14th Feb., and Yokohama 21st, General—C. P. Railway Steamship Co.

FAME, British steamer, 1,117, Captain Melissac, Hongkong Government tender.

FORKIN, British steamer, 509, W. Davis, 13th March—Swatow 12th March, General—Siemssen & Co.

FRIGAT, German steamer, 1,500, F. Nagel, 18th March—Singapore 11th March, General—Siemssen & Co.

HIROSHIMA MARU, Japanese steamer, 2,031, J. H. Pyne, 13th March—Batavia 12th Feb., Coal and General—Geo. R. Stevens & Co.

LOKANO, British steamer, 978, Moncur, 18th March—Batoum 5th Feb., Kerosene Oil—Jardine, Matheson & Co.

MENNON, British steamer, 820, T. G. Keane, 17th March—Batavia 12th March, Timber—Butterfield & Swire.

MONTANA, Spanish steamer, 222, Valentia Vener, 16th March—Manila 11th March, Ballast—Order.

PILOT FISH, British steamer, 151, A. Stopant, Hongkong and Whampoa Dock Co.

ROMULUS, German steamer, 1,750, W. Bernd, 8th March—Nagasaki 4th March, Ballast—Siemssen & Co.

TAI-YUAN, British steamer, 1,459, R. Nelson, R.N.R., 17th March—Kobe 11th March, General—Butterfield & Swire.

TORINGTON, British steamer, 1,663, Geo. R. Berwick, 22d Feb.—Hamburg, via Tooton 31st January, Coal and General—Doddwell, Carrill & Co.

VORWARTS, German steamer, 612, L. L. Muller, 17th March—Hollo 12th March, Wood—Wielor & Co.

WINGANG, British steamer, 1,517, A. de St. Croix, Feb.—Calcutta 31st Jan., Peking 31st Feb., and Singapore 12th, General—Jardine, Matheson & Co.

YUEHANG, British steamer, 1,105, Innes, 17th March—Canton 17th March, General—Jardine, Matheson & Co.

ZAVIRO, British steamer, 674, A. W. R. Cobban, 15th March—Manila 15th March, General—Sheehan & Co.

## SAILING VESSELS.

ALTONBY, British bark, 1,400, Fraser, 13th March—Cardiff 20th September, Coal—Order.

BAUW, German barque, 248, Eggert, 7th March—Amoy and March, Ballast—Wielor & Co.

COLOMA, American bark, 870, C. M. Noyes, 2nd Jan.—Portland, Oregon 31st Oct., Spars and Lumber—Order.

DARRA, British barque, 945, Brown, 20th Feb.—Captain.

DOROTHY, British barque, 310, Angus Croad, 21st Feb.—Cebu 21st January, Timber—Order.

ERIKSON, Chinese bark, 457, Opium Examination bulk, Stonecutters' Island—Chinese Customs.

GOV. ROBE, American ship, 1,627, A. Nichols, 30th Nov.—New York 7th July, Kerosene Oil—Order.

IMACOS, Norwegian barque, 577, L. Olsen, 9th March—Singapore 21st January, Timber, Chinese.

JENNIE HARRIS, American bark, 1,105, F. W. Amy, 17th March—New York 15th Sept., Kerosene Oil—Glasman & Co.

J. WESTLY, German bark, 740, G. Schnieders, 17th March—Jalut Merina Islands via Yap 3rd Feb., General—Siemssen & Co.

JOSEPHUS, American ship, 1,490, Smithwick, 25th Jan.—New York 14th August, Kerosene Oil—Order.

PAPA, German barque, 765, F. W. Tabin, 19th Feb.—Hamburg 19th Sept., General—Siemssen & Co.

TAKAPACA, British barque, 495, H. Kennett, 2nd March—Foonchow 28th Feb., Ballast—Gibb, Livingston & Co.

WM. H. SMITH, American ship, 1,908, R. B. Brown, 16th March—New York 19th Oct., Kerosene Oil—Jardine, Matheson & Co.

## Mails.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE, CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

*Empress of Japan* | Tuesday... | Mar. 29th.  
*Empress of China* | Saturday... | Apr. 16th.  
*Empress of India* | Saturday... | May 7th.

## THE R. M. S. "EMPERESS OF JAPAN."

Lieut. G. A. Lee, R.N.R., Commander, sailing at Noon, on 29th March, 1892, with Her Majesty's Mails, will proceed to VANCOUVER, via SHANGHAI, inland sea, KOBE and YOKOHAMA.

## RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esqui-

malt, New Westminster, B.C.

Port Townsend, Seattle, Ta-

coma, Wash., San Francisco.

Rapid Calgary, Alberta.

Winnipeg, Man., St. Paul,

Duluth, Minn., Kansas City,

Chicago, Ill., Milwaukee, Wis.

St. Louis, Mo., Cincinnati, O.

Cleveland, Columbus, O.

Hamilton, London, Toronto,

Buffalo, Niagara Falls, N.Y.

Kingston, Ottawa, Ont., Mon-

treal, Quebec, Que., New York,

Albany, Troy, Rochester, N.Y.

Baltimore, Md., Philadelphia,

Pittsburg, Pa., Washington, D.C.

Horton, Mass., Portland, Me.

Hartford, N.S., St. John, N.B.

Liverpool and London via Li-

verpool.

Paris, via Liverpool and Lon-

don.

Havre, via Liverpool.

Bremen.

Hamburg.

and class steamer and 1st class on rail, and

Rates to other places, quoted on application.

The Steamers call at Victoria to land and

embark passengers.

Return Tickets.—Time limit for prepaid return

ticket is reckoned from date of issue to date of

re-embarking at Vancouver.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of steamers.

Special rates (first-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China